IN THE CLAIMS:

1.   (Currently Amended) A method for simulating the driving behavior of vehicles on a test stand ~~in which the~~ comprising positioning an engine of the vehicle ~~is coupled~~ on the test stand and coupling the engine to an electronically controllable braking apparatus, ~~and a simulation model calculates~~ calculating simulation values of variables of a simulating model which are representative of the driving state of the vehicle in that the reaction of the vehicle to the behavior of the engine and the values of the variables as determined immediately prior thereto are calculated, with at least ~~the~~ vehicle speed and ~~the~~ slip occurring in the driving wheels being calculated as variables, ~~wherein for controlling the braking apparatus a virtual vehicle speed is used which is changed by a corrective value which depends on the slip~~ said simulation model calculating to different vehicle speeds, namely a first vehicle speed considering the slip of the tires and a virtual vehicle speed changed by a corrected value compared to the first vehicle speed, controlling the engine using the first vehicle speed, and controlling the electric brake using the virtual vehicle speed.

2.   (Currently Amended) ~~A~~ The method according to claim 1, wherein the ~~corrective~~ corrected value depends primarily on short-term fluctuations of the slip.

3.   (Currently Amended) ~~A~~ The method according to claim 1, wherein a speed of non-driven wheels of the vehicle as calculated by the simulation

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model is changed by a further ~~corrective~~ corrected value which depends on the slip.

4.   (Currently Amended) A The method according to claim 1, wherein a slip by acceleration is reflected by a positive ~~corrective~~ corrected value and a slip by retardation or blocking of the driven wheels is reflected by a negative corrective value.

5.   (Currently Amended) A The method according to claim 1, wherein ~~the~~ lateral slip is considered or corrected by a further simulation model.

6.   (Currently Amended) A The method according to claim 1, wherein inclinations of the vehicle chassis are taken into account.

7.   (Currently Amended) A The method according to claim 1, wherein the speed calculated by the simulation model or the slip calculated by simulation model is used for electronic vehicle control or for electronic engine control.